

CAA Decision Log

Airspace Change Proposal Title	Alignment with Dutch changes to K13A procedures in North Sea Area V
Airspace Change Proposal Reference	ACP-2025-009
Change Sponsor	NATS (On behalf of NL Ministry of Infrastructure and Water Management, Directorate-General for Civil Aviation and Maritime Affairs)
AIS Submission Target Date	26 Sep 25
CAA Decision Target Date	23 Sep 25
<p><i>Instructions</i></p> <p>In providing a response to each question and/or status, the following colour coding should be used:</p> <ul style="list-style-type: none"> COMPLIANT/NOT APPLICABLE NOT COMPLIANT/ACTION REQUIRED ISSUE/CONCERN TO HIGHLIGHT 	
<p>Executive Summary</p> <p>This proposal concerns helicopter PinS flight procedures to the K13-A platform, located within the Netherlands (NL) Exclusive Economic Zone but in airspace that forms part of the London FIR, where ATS provision is delegated to NL. The NL Ministry of Infrastructure and Water Management is working in coordination with NERL, who acting as the sponsor for this airspace change for UK elements.</p> <p>Several large offshore wind farms are planned in the vicinity of the K13-A platform (including Nederwiek I and II/III) on the NL side and Norfolk Boreas on the UK side, with wind turbine tip heights of up to 1,000 ft. Under IMC, helicopter access to K13-A relies on Airborne Radar Approach (ARA) procedures. These require a wide obstacle-free area around the platform, which is incompatible with the planned wind farm layouts. To maintain safe and reliable helicopter access to K13-A in a future environment with wind farms, the NL Ministry of Infrastructure and Water Management, sponsored by the NL Ministry of Climate and Green Growth, is implementing PinS procedures. These procedures significantly reduce the spatial footprint compared to ARA, enabling continued safe operations despite the presence of wind farms. The K13-A implementation serves as a pilot project to gain operational experience with PinS procedures in the offshore environment and assess their potential for broader application at other platforms.</p>	



PART A – Airspace Change Process – GATEWAYS		
A.1	Airspace Change Portal	
A.1.1	Airspace change proposal public view	
A.2	CAA SharePoint site	
A.2.1	PinS Procedures for K13A North Sea Area V (Alignment with Dutch changes) - Project - All Documents	
A.3	Stage 1 DEFINE Gateway	N/A
A.3.1	N/A	
A.4	Stage 2 DEVELOP AND ASSESS Gateway	N/A

A.4.1	N/A	
A.5	Stage 3 CONSULT Gateway	N/A
A.5.1	N/A	
A.6	Chronology	
A.6.1	12/02/2025: Statement of Need received 06/05/2025: Assessment Meeting held 13/08/2025: Stage 4 Final Submission Received 18/09/2025: CAA Decision Meeting held	
A.7	Are there any additional process requirements of the Civil Aviation Authority (Air Navigation) Directions 2023 (the “Air Navigation Directions”) and/or the Air Navigation Guidance 2017 which apply to this airspace change, and have they been complied with?	N/A
A.7.1	<i>Insert requirements (if relevant).</i>	



PART B – Airspace Change Process – STAGE 5			
B.1	Was a Public Evidence Session required for this proposal?		N
B.1.1			
B.2	Were any requests made for this decision to be called-in by the Secretary of State?		N
B.2.1			
B.3	Does the Secretary of State call-in criteria apply to this proposal?		N
B.3.1			
B.4	Has the Secretary of State decided to call-in this proposal? NOTE: if 'Yes' the content of this log concerns the recommendations linked to the 'minded-to' decision that has been presented to the Secretary of State.		N
B.4.1			
B.5	Subject Matter Expert (SME) Regulatory Assessments NOTE: this captures RAG status only – full details contained within each of assessment (hyperlinks inserted below)		
ATM Safety		NOT APPLICABLE	Environmental
Economic Assessment & Statement		NOT APPLICABLE	Instrument Flight Procedure
Engagement / Consultation		COMPLETE	Operational
B.5.1	<i>Is there any other information outside of the regulatory assessments above which should be brought to the attention of the decision maker (e.g. outstanding Letters of Agreement)?</i>		
B.6	Other Relevant Documents (title and hyperlinks to be inserted)		

B.7	<p>Has the relevant legal and policy framework to the airspace change process been taken into account, including:</p> <ul style="list-style-type: none"> the Air Navigation Directions; the Airspace Modernisation Strategy; section 70 of the Transport Act 2000; the Air Navigation Guidance 2017; and CAP 1616 and associated publications? 		Y
B.8	<p>CAA consideration of whether the proposal is in accordance with the Airspace Modernisation Strategy (Air Navigation Directions, direction 5(1)).</p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the AMS characteristics (CAP 1616f, 6.61). For more information on the AMS strategic objectives, see <i>Airspace Modernisation Strategy 2023-2040 Part 1: Strategic Objectives and Enablers</i> (CAP 1711).</p>		
Safety	<p>The aims of the Airspace Modernisation Strategy are to deliver quicker, quieter, and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace, whilst maintaining/improving safety, integrating diverse users, simplifying airspace design, and considering environmental sustainability.</p> <p>This proposal maintains safety by enabling continued access to a North Sea platform where windfarms would otherwise impact on existing procedures.</p>		
Integration of diverse airspace users	<p>This proposal does not introduce any changes to the current airspace classification or access arrangements.</p>		
Simplification of airspace system	<p>This proposal introduces PinS procedures without impacting on other airspace objects.</p>		

Environmental sustainability	This proposal aligns with the environmental objectives set out in the Air Navigation Guidance 2017, which underpin the environmental sustainability strategic objective of the Airspace Modernisation Strategy. The objectives focus on minimising aviation's impact through reductions in greenhouse gas emissions, noise and local air quality impacts. As the proposed procedures are located offshore and are expected to result in minimal changes to aircraft routing, no significant environmental impacts are anticipated. Therefore, the proposal is in accordance with the environmental sustainability objective of the AMS.
B.9	<p>CAA consideration of factors material to our decision whether to approve the change (section 70, Transport Act 2000).</p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures a summary of the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the Section 70 characteristics (CAP 1616f, 6.80).</p>
<p>Maintain a high standard of safety in the provision of air traffic services</p> <p>section 70(1)(a)</p>	<p>The UK CAA's primary duty is to maintain a high standard of safety in the provision of Air Traffic Services, and this takes priority over all other duties.</p> <p>This proposal maintains safety by enabling continued access to a North Sea platform where windfarms would otherwise impact on existing procedures and does not impact on the provision of air traffic services.</p>
<p>Secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic</p> <p>section 70(2)(a)</p>	<p>The UK CAA has a duty to secure the most efficient use of the airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic. The UK CAA considers the most efficient use of airspace to mean securing the greatest number of movements of aircraft through a specific volume of airspace over a period of time so that the best use is made of the limited resource of UK airspace. The UK CAA considers the expeditious flow of air traffic to involve each aircraft taking the shortest amount of time for its flight. It is concerned with individual flights.</p> <p>This proposal does not impact the efficiency of the airspace or the expeditious flow of traffic, other than to retain access to/from a North Sea platform following the building of nearby windfarms.</p>
<p>Satisfy requirements of operators and owners of all classes of aircraft</p> <p>section 70(2)(b)</p>	<p>The UK CAA has a duty to satisfy the requirements of operators and owners of all classes of aircraft.</p> <p>This ACP proposes new procedures without impacting on the requirements of non-participating airspace users. The new procedures meet the requirements of those conducting operations to/from the North Sea platform.</p>

<p>Take account of the interests of any other person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally section 70(2)(c)</p>	<p>The UK CAA has a duty to take account of the interests of any person (other than an owner or operator of an aircraft) in relation to the use of any particular airspace or the use of airspace generally.</p> <p>There are no changes to the airspace affecting the interests of any other person.</p>
<p>Take into account the Secretary of State's guidance relating to spaceflight activities section 70(2)(ca)</p>	<p>The UK CAA has a duty to take account of any guidance relating to spaceflight activities (within the meaning of the Space Industry Act 2018) given to the CAA by the Secretary of State.</p> <p>There are no changes to the airspace requiring consideration of the guidance relating to spaceflight activities.</p>
<p>Take into account the Secretary of State's guidance on environmental objectives section 70(2)(d)</p>	<p>The Secretary of State's guidance on environmental objectives is set out in the Air Navigation Guidance 2017. They key objectives are to:</p> <ul style="list-style-type: none"> a. limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise; b. ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and c. minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality. <p>The proposed procedures are located 50 nautical miles offshore, meaning that they avoid populated areas and Air Quality Management Areas (AQMAs), resulting in no expected noise or local air quality impacts. Any direct or indirect changes to aircraft routing are expected to be negligible and therefore greenhouse gas emissions are not expected to change. As such this ACP aligns with the environmental objectives set out in the ANG2017.</p> <p>In addition to the core environmental objectives, the ANG2017 also requires airspace change sponsors to assess potential impacts on tranquillity and biodiversity. Tranquillity relates to National Parks and Areas of Outstanding Natural Beauty, none of which will be overflowed or affected by this proposal. Biodiversity is primarily considered through the Habitats Regulations Assessment (HRA) process. Impacts to designated European sites are not expected as the proposed changes are not located within, or adjacent to any such sites.</p>

Facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services section 70(2)(e)	The UK CAA's duty is to facilitate the integrated operation of Air Traffic Services provided by or on behalf of the armed forces of the Crown and other Air Traffic Services. There are no changes to the airspace affecting the integrated operation of air traffic services provided by or on behalf of the Crown or other Air Traffic Services.	
Take account of the interests of national security section 70(2)(f)	The UK CAA's duty is to take account of the impact any airspace change may have upon matters of national security. The CAA is satisfied that the proposal has no detrimental impacts on national security.	
Take account of any international obligations notified to the CAA by the Secretary of State section 70(2)(g)	No such international obligations have been notified to the CAA under section 70(2)(g) of Transport Act 2000.	
B.10	Are there any other associated publications relevant to the proposal and, if so, have the requirements of those publications been met? <u>NOTE:</u> associated publications include Airspace Policy Statements listed here .	NA
B.10.1	Insert narrative as required.	
B.11	Conclusions in respect of requirement to ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis. <u>NOTE:</u> this section only applies if the CAA is classifying or amending the classification of UK airspace.	
B.11.1	Insert narrative as required.	

PART C – Stage 5 Recommendation			
C.1	Taking the above information into account, what is your recommendation to the decision-maker for this proposal?		
C.1.1	Recommend to PASS.		
C.2	Are there any Recommendations and/or Conditions for the change sponsor to address prior to implementation (if approved)?	N	
C.2.1	N/A		
C.3	Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)?	N	
C.3.1	N/A		
C.4	Are any other consents and approvals needed in order to permit the intended operation (title and hyperlinks to be inserted)?		
C.5	Are there any other comments/observations for the decision maker?	N	
C.5.1	<i>Use this section to provide a short summary (by numbers and themes) of any correspondence that we have received directly in relation to the airspace change proposal. Relevant data can be obtained from the Airspace Specialist (Correspondence). Insert additional narrative as required.</i>		
C.6	Regulator's Signature		
Account Manager			18/09/2025

PART E – Final Regulatory Decision – Comment/Approval**[Delete signatory rows below dependent on Decision Maker]****Airspace Regulation Principal comments and recommendation:**

This ACP is approved.

Airspace Regulation Principal				18/09/2025
-------------------------------	--	--	--	------------